



### Amendments to the Claims

Claim 1 (**Currently Amended**) A device for enhancing the maneuverability of a boat, equipped with one or two inboard engines, comprising:

- a. a high velocity water jet pump connectable to a main propulsion engine;
- b. electric switches on a dash board of the boat for connecting the high velocity water jet pump to the main propulsion engine, when needed;
- c. a high velocity water jet pump outlet manifold, connecting to bow and stern nozzles through solenoid valves;
- d. said solenoid valves controlled from a cock pit, by electric switches A, B and C, on the dash board;
- e. a high velocity water jet pump intake manifold, having a first branch for drawing water from the sea and a second branch, through a two way valve, that diverts suction of the high velocity water jet pump, when needed, to draw water from bilges, instead of the sea;
- f. said high velocity water jet pump outlet manifold, having a first branch for connection to the bow and stern nozzles and a second branch, through a two way valve, that diverts outlet water, to a fire fighting manifold, if and when needed;
- g. ~~said electric switches performing, said electric switch A for supplying A, to supply power~~ either to said electric switch B, in order to turn the boat to starboard or to port or, to supply power to said electric switch C, in order to move the boat sideways, to right, or to left;
- h. said fire fighting manifold, to also be used, in emergencies, to divert a full power of the high velocity water jet pump, using a U section pipe, to at least one transom jet nozzle to propel the boat; and
- i. said electric switches B and C, through cut off relays, supply also power, from both positions, to connect the high velocity water jet pump to the main propulsion engine, to start the high velocity water jet pump running, when needed.

Claim 2 (**Canceled**)

Claim 3 (**Previously Presented**) A method by which, water jet thrusts can be used, to enhance the maneuverability of a motorboat or motoryacht comprising, with the device in claim 1, pumping out excess water from the hull, after a damage, and/or fighting a fire on board, or on another vessel nearby and finally, using the device onboard to create an emergency propulsion force, to legally claim and pay towage, instead of salvage fees, if and when needed.